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1. The airfield was on a plateau, about 5 km northwest of Lyuksemburg (Bolnisi, 44°30' 41°38'N), Georgian SSR. Its surroundings were bare and the ground was firm. A grape-kolkhoz, about 1 km square, was southeast of the field. The road from Lyuksemburg to the field was not paved. Spur track, runway or taxiways were not available. No construction work was being done at the field. Two wooden cantonment buildings which were used as quarters were in the southeastern corner of the field. The Air Force soldiers were also quartered in tents if the field was heavily occupied.
2. The field is supplied by trucks which allegedly come from Tbilisi (44°45'00E/41°42'N).
3. Two or three biplanes and about six twin-engine, midwing monoplanes with in-line engines, double rudder assembly, without nose wheel or rear gunner's station, were permanently stationed at the field. Between the spring and fall of 1947, the field was continually occupied by various units which practiced flying and were transferred after a limited time. The occupation strength fluctuated. A maximum of about 30 twin-engine bombers was there in 1947. The units were apparently fully trained as was inferred from the flights which were conducted. They were composed of formations of nine planes each, each formation flying in three flights of three planes. Individual flights were frequently conducted at night with three searchlights in operation. The searchlights, which were brought along by the respective unit, were mounted on trucks and could beam their lights in different colors. The biplanes were apparently used for parachute training by the flying personnel.
4. The field was permanently occupied by a cadre personnel of 25 to 30 soldiers. The various units brought their own ground personnel on trucks.

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